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20th January, 2025.

Development Dept.,
Newport, City Council,
Civic Centre,
Newport.

PROPOSED CHANGE OF USE FROM SINGLE DWELLINGHOUSE TO 6 BEDROOM SUI-GENERIS HMO AT – 39, DOLPHIN STREET, NEWPORT, NP20 2AT. App No. - 24/1047

PARKING SURVEY-

1.0 Introduction

1.1 - This Parking Survey has been prepared on behalf of the applicant to accompany the full planning application for the CHANGE OF USE FROM SINGLE DWELLING TO 6NO. BED HMO at 39, Dolphin Street, Newport, NP20 2AT. The application has been registered under number - 24/1047.

1.2 - The proposal includes cycle sheds to the rear garden. The property is in a sustainable location with adequate on road parking within 200m. The assessment of available on road spaces has been carried as per the accepted Lambeth Methodology.

2.0 - Lambeth Methodology -.

1. "*The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2-minute walk) around a site."*

2. *Extent of survey*
   All roads within 200m (or 500m for commercial uses) walking distance of the site. Note this area is NOT a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.
   People searching for a parking space are unlikely to stop halfway along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road. Surveys will be assessed based on practical driving routes so advanced confirmation that the extent of a survey is acceptable should be sought.

3. *To calculate parking capacity each individual length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example, a parking bay measuring 47m in length would provide 9 parking bays (47/5=9.4=9). The capacity of each parking bay on a road must be calculated separately and then added together to give a total number of parking spaces for each road.*

4. *Note that stress levels of over 100% stress (or 100% occupancy level) are possible. For example, small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.*

5. *Parking stress becomes a cause for concern when an excess 85% is reached - after allowance has been made for parking generated by the development, in this case the habitation of the HMO. At this point, nearby residents will have difficulty finding parking close to their homes. Each site will be judged on it's own merits; takin into account location of local facilities including bus stops etc.*

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3.0 APPROVED POLICIES -

3.1 - Newport City Council SPG - Parking (Adopted August 2015)

3.11 - The Council's parking requirements for all new developments, including Change of Use is set out in the Parking SPG. The required parking standards are set by development type and location. There are a number of zones (1 to 6), this application falls into Zone 3 – Urban.

3.12 - The proposal relates to the Proposed Change of Use of this 4-bedroom single dwelling house into a 6 Bedroom HMO. The SPG will confirm that 1 parking space per bedroom will be required. The existing dwelling, despite having no off-road parking equates to 3 parking spaces, whereas the proposed HMO equates to 6 parking spaces. Thus, a shortfall of 3 parking spaces exists.

3.13 – Cycle Parking Provision is now covered in The Sustainable Travel SPG (July 2020), and not the Parking SPG. The Sustainable Travel SPG states - that 1 space is provided per 2 bedrooms. The proposed HMO has a secure rear garden; this is excellent as cases of cycle theft is high, this is noted in the extremely low usage of publicly accessible cycle storage.

3.14- The rear garden will include a 6 x 3-foot timber cycle sheds to the rear garden. Refer to proposed floor plan – Drawing Number – KD1993/1.
"*A secure 6'x4' garden shed or appropriately sized garage are acceptable secure storage facilities for residential development, however, they must be identified as part of any planning application and then provided in accordance with the plans. A garage can also be identified for cycle storage, however*
it cannot also be declared as a car parking space (unless the applicant can provide sufficient justification that it is suitable for both)." SPG Sustainable Travel.

4.0 - Technical Advice Note 18 – Transport (TAN18)

4.1 - Welsh Government's TAN 18 policies in terms of transport, travel and parking matters.

4.2 – "*Development plans and related SPG should outline the information required in residential applications or design statements to demonstrate appropriate levels of access by walking, cycling and public transport for new residents and the wider community to local services. Developers should be able to demonstrate that..*"

4.3 - Paragraph 4.6 states – "*Maximum car parking standards should be used at regional and local level as a form of demand management. Turning minimum standards into maximum standards will not necessarily be appropriate. Therefore evidence based on the likely effects of different parking levels for each land use should be considered, including consideration of the relative locations of land uses and their consequent accessibility*"

4.4 - Paragraph 4.7 –
"4.7 In determining maximum car parking standards for new development, regard should be given to:
• public transport accessibility and opportunities or proposals for enhancement;
• targets and opportunities for walking and cycling;
• objectives for economic development including tourism;
• the availability in the general area of safe public on- and off- street parking provision; and
• potential for neighbouring or mixed-use developments sharing parking spaces, for example at different times of the day or week."

4.5 - Paragraph "4.15 – Residential Car Parking - Some car free housing development may be appropriate in locations with good walking, cycling and public transport links and in areas where parking is controlled. On-site cycle and parking provision for those with disabilities will be required if such on-street parking cannot be provided. Planning obligations will have a role 19 Welsh Office

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Circular 13/97 'Planning Obligations' to play in ensuring residents do not own cars in such developments….. It is essential that, prior to occupation, the future residents should be made aware of the car free status of the development. To ensure this, the role of travel plans, including personal travel planning initiatives such as MODUS20 should be considered by planning authorities."

5.0 – CSS Parking Standards –

5.1 - The application site falls into Zone 3 – CSS states that "*Zone 3 - Urban: Very much part of a substantial built up area with a number of basic local facilities within 400m walking distance. A range of bus routes offering up to 6 buses per hour; the range of destinations offering practical access to most but not all essential facilities. The curtilage of the site restricts, to an extent, what car parking can be provided. There are likely to be some restrictions on on-street parking and other available off-street parking is severely limited or non-existent."*

5.2 - Paragraph 6.2 states *"In assessing the parking requirements for a particular development, the planning authority will need to take into account a number of factors in relation to the development and its location. These are listed below. However, it should be noted that some of these factors are outside direct planning control, e.g.:-*

a. accessibility to and the service provided by the public transport system;
b. the availability of private buses or the extent of car pooling;
c. the relative proportions of full time / part time / local catchment of labour;
d. accessibility by walking and cycling;
e. the existing and possible future congestion in streets adjacent to the development; and
f. accessibility to and the availability of public and/or private car parking space in the vicinity."

6.0 - Manual for Streets (MfS) -

6.1 - "*Paragraph 5.7 of TAN18 specifies that it is 'Manual for Streets" (MfS) provides technical guidance on street design 'and should be referred to by all organizations and professions engaged in designing new development'.*
2.5 - 4.4 The walkable neighbourhood 4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents"

6.2 – *"8.14 - Parking can be provided on or off the street. Off-street parking includes parking within a curtilage (on-plot) or in off-street parking areas (off-plot)."*

6.3 – *"8.2.4- The amount of cycle parking in a shared facility will depend on the overall number of cycles anticipated across the scheme, based on average cycle-ownership levels. This number can vary considerably depending on circumstances"*

6.4 – *"8.2.13- Greater consideration therefore needs to be given to the provision of bespoke cycle storage. Cycles are not suited to overnight storage outdoors as they are vulnerable to theft and adverse weather. At the very least, any outdoor cycle parking needs to be covered, and preferably lockable"* The Proposed HMO will have cycles locked in the rear garden – this is secure. MsF criticises cycles stored in hallways – this need not be the case with this application.

6.5 – *"8.3.6- Provision below demand can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car. This will normally be in town and city centres where there will be good public transport and places that can be accessed easily on foot and by cycle. For residents who choose not to own a car, living in such an area may be an attractive proposition."*
This applies to this application. The site is in a highly sustainable area and is locality in close proximity to shops, bus routes and places of employment.

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7.0 - Newport adopted Local Development Plan (LDP) 2011 - 2026

7.1 – Policy SP14 – "*SP14 Transport Proposals*
TRANSPORT PROPOSALS WILL BE SUPPORTED WHERE THEY:
i) PROVIDE FOR TRAFFIC-FREE WALKING AND CYCLING FACILITIES AND EXPANSION OF THE NETWORK;
ii) ENCOURAGE THE USE OF PUBLIC TRANSPORT AND OTHER MODES WHICH REDUCE ENERGY CONSUMPTION AND POLLUTION;"
– "2.52 As transport is a contributor to atmospheric pollution, it is therefore essential that the use of more energy efficient modes of transport is encouraged. Improvements to public transport will assist in reducing traffic congestion and therefore improving air quality and road safety. Encouraging walking and cycling through the improvement of infrastructure and accessibility will not only have environmental benefits but also promote healthier lifestyles."

7.2 – *"GP4 General Development Principles – Highways and Accessibility*
DEVELOPMENT PROPOSALS SHOULD:
i) PROVIDE APPROPRIATE ACCESS FOR PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT IN ACCORDANCE WITH NATIONAL GUIDANCE;
ii) BE ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT;
iii) BE DESIGNED TO AVOID OR REDUCE TRANSPORT SEVERANCE, NOISE AND AIR POLLUTION;
iv) MAKE ADEQUATE PROVISION FOR CAR PARKING AND CYCLE STORAGE;
v) PROVIDE SUITABLE AND SAFE ACCESS ARRANGEMENTS;
vi) DESIGN AND BUILD NEW ROADS WITHIN PRIVATE DEVELOPMENT IN ACCORDANCE WITH THE HIGHWAY AUTHORITY'S DESIGN GUIDE AND RELEVANT NATIONAL GUIDANCE;
vii) ENSURE THAT DEVELOPMENT WOULD NOT BE DETRIMENTAL TO HIGHWAY OR PEDESTRIAN SAFETY OR RESULT IN TRAFFIC GENERATION EXCEEDING THE CAPACITY OF THE HIGHWAY NETWORK.

7.3 – *"3.16 All new development that may be visited by people should be highly accessible and encourage walking, cycling and access to public transport, in the first instance. Adverse effects on people and the environment of traffic and parking should be minimised. The mobility and access requirements of those with increased needs should be fully considered."*

8.0 - Planning Policy Wales

8.1 – *"4.1.51 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport."*

8.2 – *"4.1 – "Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated"*

9.0 Site Accessibility

9.1 The property is located within easy walking distance of the Commercial Road District Centre – see integrated aerial photo. Tenants will enjoy easy access to large and small shops, services and facilities as well as nearby employment opportunities. This will reduce the necessity to use on the private car, public transport is also nearby.

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9.2 The property benefits from a rear garden to allow secure storage of cycles, details have been provided to support the application. The application site is considered to be in a sustainable location, however following comments from NCC Highways, we have provided this parking study.

9.3 The parking stress survey was carried out at the streets surrounding the property in the early hours of 14th January, 15th January and 20th January 2025. The study was carried out in the morning, when most residents would be home, and the residential parking demand should be at its greatest. The study covered the streets within 200m / 2 minutes' walk of the application site. 2-minute walk is considered as a reasonable distance for residents to walk to / from a parking space.

9.4 The Lambeth Methodology lays out guidance on-street parking capacity, the necessary survey area and times to carry out the study. Kerbside parking bays are based on 5m long, this is to be assessed with the integrated aerial photo within this document. The results of the parking survey are produced in the tables below. The table includes Lower Dock St (which has daytime restricted hours) however the results without Lower Dock Street were still acceptable; acceptable level being 85%.

9.5 The parking survey covers a walking area of 200m from the application property. This survey assesses parking demand early in the morning – as suggested within the Lambeth Methodology. All photos below have time and date stamps.

9.6 This parking study demonstrates that there is adequate on street parking to cater for 3 additional vehicles – should this application be approved.
It should also be noted that occupants of HMOs tend to have a lower rate of car ownership.
Levels of car ownership within this area were found to be low; this would partly due to the close proximity of multiple services and amenities. The survey concludes that there is currently adequate on street parking.

10.0 Conclusion

10.1 The site is in a sustainable and accessible location close to an established District
Centre and other shops and amenities; public transport is also nearby. Cycle parking is being provided.

10.2 The parking survey provides evidence that there is adequate on-street parking capacity to accommodate the
Proposed HMO, and it's possible 3 extra car parking space demand. The calculations also allow an additional stress % without Lower Dock Street being included.

10.3 I trust that this survey brings some reassurance to anybody concerned with the proposal in terms of on-street parking.

Kevin Dorrington

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AERIAL PHOTO SHOWING AREA OF SURVEY, WITH DIMENSIONS

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STREET	Available Parking Length (M)	Total Spaces	Number of Cars	% of Available Spaces Occupied	Notes
Date - 14/01/25					
Bolt Street	39	8	2	25	
Dolphin Street	342	76	63	83	Part Perpendicular
Duke Street	90	18	5	27	
South Market Street	31	9	7	77	Perpendicular
East Market Street	60	11	10	91	
Lower Dock Street	80	20	1	5	Mon-Sat 8am-6pm & 1 hour
Canal Terrace	73	14	8	57	
TOTAL		**156**	**96**	**61.5%**	
		(136)	**(95)**	**(69.8%)**	Ex. Lower Dock St
Date - 15/01/25					
Bolt Street	39	8	2	25	
Dolphin Street	342	76	64	84	Part Perpendicular
Duke Street	90	18	4	22	
South Market Street	31	9	7	78	Perpendicular
East Market Street	60	11	8	73	
Lower Dock Street	80	20	2	10	Mon-Sat 8am-6pm & 1 hour
Canal Terrace	73	14	8	57	
TOTAL		**156**	**95**	**60.9%**	
		(136)	**(93)**	**(68.4%)**	Ex. Lower Dock St
Date - 20/01/25					
Bolt Street	39	8	1	12	
Dolphin Street	342	76	59	77	Part Perpendicular
Duke Street	90	18	6	33	
South Market Street	31	9	7	78	Perpendicular
East Market Street	60	11	8	73	
Lower Dock Street	80	20	1	5	Mon-Sat 8am-6pm & 1 hour
Canal Terrace	73	14	9	64	
TOTAL		**156**	**91**	**58.3%**	
		(136)	**(90)**	**(66.2%)**	Ex. Lower Dock St

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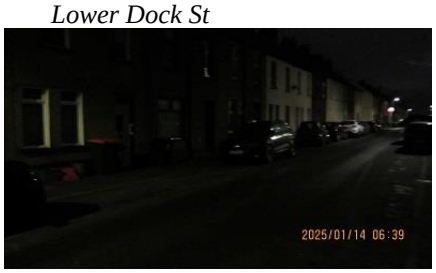
Photographs – 14th January 2025.

Lower Dock St

Lower Dock St

Duke St

Duke St



Dolphin St

Dolphin St

Dolphin St

Dolphin St

Dolphin St

Dolphin St

Canal Parade

Canal Parade

Bolt St

East Market St

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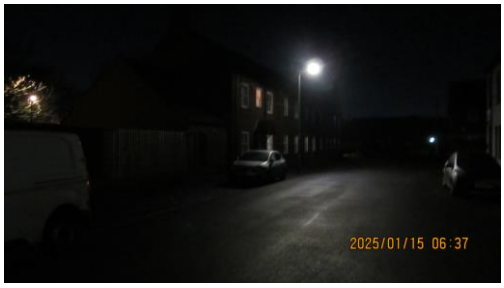
Photographs 15th January 2025.

Lower Dock St

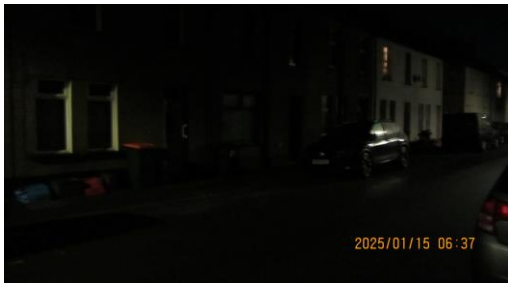
Lower Dock St

Duke St



Duke St

Duke St



Dolphin St

Dolphin St

Dolphin St

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Dolphin St

Dolphin St

Dolphin St (background)

Canal Parade

Canal Parade

Bolt St

East Market St

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20th January 2025

Dolphin St

Dolphin St

Dolphin St

Dolphin St

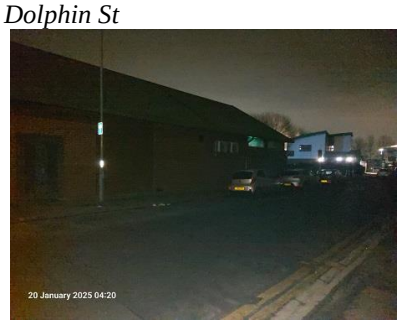
Dolphin St

Dolphin St

Dolphin St

Dolphin St

Dolphin St



Canal Parade

Canal Parade

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Canal Parade

Canal Parade

Bolt St

Lower Dock St

Lower Dock St

Lower Dock St

East Market St

East Market St

East Market St

Duke St

Duke St

Duke St